

ston, 24, Cateaton-street,"—four out of the eight Blackwall Railway solicitors.

To amend the Yarmouth and Norwich Railway Acts, and authorize a short branch line.

A railway from Tilbury Fort in Essex, to join the Blackwall at Stepney—a modification of the Thames Haven scheme. No signature.

The district of Furness, which has from time immemorial been proverbial for its isolated character, and the sparsity of the inhabitants thereof for improvements in the communication with the rest of the country, will, in the course of a few years, undergo a revolution. It is to be wondered that, up to a few years ago, this large field for speculation had never been thought of, when it is considered that there were within its bosom minerals, which, both for variety in their nature and richness in quality, are nowhere equalled; but there is a season for every thing. There has already been an act obtained for building a pier, and making improvements at Roe Island, which works are to be commenced in the spring. A railway, which will cost 100,000*l.*, to Ulverston, Dalton, the iron ore mines and quarries, is to be applied for next session, as already the greatest part of the shares have been taken, and there is little doubt but that the whole amount will be got in shortly. A scheme for embanking the sands from the canal foot, Ulverston, 16 (Greenod), and turning the channel, is much talked of, and is exciting much attention; and by means of which several thousand acres of land will be reclaimed.—*Suffolk Paper.*

The Atmospheric Railway.—On the return of M. Mallet, the distinguished French engineer, to Paris, he obtained an audience of the King of the French, and entered into a full explanation of the principle and working of the atmospheric system on the Kingstown and Dalkey Line. The king being thoroughly convinced by this representation, sent next day for the commissioner of public works, and intimated that his opinion was so decidedly in favour of the atmospheric system, and its vast advantages in regard to economy, safety, and rapidity of communication, that it was his desire that that system should be at once established on the projected line from Paris to Meux, which will be from twenty-five to thirty miles in extent. His Majesty further stated, that his anxiety on the subject was so great, that he would purchase the ground on the line for as many miles as the company might deem advisable, and make a free grant of it to them.—*Dublin Mercantile Advertiser.*

Sheffield and Chesterfield Railway.—Upwards of 4,000 shares have already been taken for this railway, so that there is now little doubt of its obtaining the sanction of Parliament in the next session.

Hydraulic Railway.—The *Prussian Gazette* announces that an English engineer of the name of Shuttleworth has proposed the formation of a railway upon nearly the same plan as the atmospheric railway, substituting water instead of air as the means of producing action.

The work of reclaiming and cultivating Trafford Moss, near Manchester is going on, though rather slowly at present, owing to its being cultivated by pauper labourers, and, fortunately, the number of this class being reduced considerably during the last eight or ten months. It is an experiment, however, which free and well-paid labour might advantageously be employed upon. Sixteen acres of land which were two or three years ago covered with turf pits have been thoroughly reclaimed, and have been so well cultivated, as to yield crops much superior to those generally raised on good land, and in addition, a piece of five acres has been most thoroughly drained (having had upwards of 4,000 yards of drains driven through it), and a great part of it has been double trenched with the spade. The plan of reclaiming is first to drain the land until not a drop of water will remain upon it, then to give it a double trenching with the spade, taking care to keep the driest and best part of the soil at the top, and then to marl it at the rate of about 120 tons of marl to the statute acre. In this way an excellent soil is produced, which has this year yielded 100 loads of potatoes, of 25*lb.* each, and upwards of 30 bushels of wheat to the statute acre.

Correspondence.

MAGNEsIAN LIMESTONE.

SIR,—A company was formed some years ago for the purpose of opening quarries of magnesian limestone to a considerable extent in the neighbourhood of Ferry Bridge in Yorkshire.

It was understood that an outlay took place corresponding with a very large capital which was subscribed, and that the house of Mr. Horace Twiss, in Carlton Gardens, was faced with stone from these quarries. Observing that much of the stone in that building is in a dilapidated state, it will be interesting if any of your geological friends can give an account of the works referred to, and explain the cause of failure in a stone from the magnesian limestone beds.

I am, Sir, your humble servant.

A CITIZEN.

BRITISH MUSEUM.

SIR,—In THE BUILDER of the 16th inst. there is a sketch of an improvement in the facade of the British Museum; I agree with the writer, that the plan of placing the wings a greater distance from the central portico would very much improve the design, by producing greater breadth, and consequently it would have a more noble appearance; but I consider that adding the additional columns to the projection of the wings would deteriorate from the beauty of the design, by the centre being in several points of view partially or completely hidden from the spectator, and also by destroying that breadth which would be gained by reducing their projection. I cannot imagine a pediment in the centre "would not agree with the practice of the best ancient examples" (perhaps "G. R. F." would mention his authority for such an assertion). One, I am sure, would greatly improve the present design, where the centre is very low and spiritless, and the wings are made to assume an air of importance which ought not to belong to them as subordinate parts. I think your correspondent has been "very hasty" in the disposition of his statues; it would have been much better to have placed a statue over each column in the central portico, thereby avoiding the unfinished appearance it now has, besides giving it greater importance; and to have omitted the figure placed on each pediment, which have such a bare and solitary appearance. I should like to hear the reason why "G. R. F." prefers the Corinthian to the Ionic order. It cannot be that the Corinthian would be more in accordance with the purposes of the institution; the chaste beauty of outline in the Ionic would, I think, be more to the purpose than the lavish enrichments of the Corinthian; besides, the Ionic would, in my opinion, tend more to produce in the mind recollections of times long gone by, the monumental remains of which are deposited as evidence before us. But the popular feeling now is for Corinthian; columns and buildings of that order spring up everywhere around us,—the other orders have fallen into disrepute. To please the fickle multitude we must have corbels enriched to the utmost extent; every part must have ornament, whether in good taste or not, and then the architect is perfection. But another era arrives, a new feeling carries the acclamations of the multitude, and the building which once was lauded to the skies, becomes a mark for the effusions of penny amateurs and the more talented criticisms of prejudiced architects. Whether it is to favour the public opinion, that "G. R. F." prefers the Corinthian order for the facade of the British Museum, of course I cannot tell, but I can assure your correspondent that a facade for such a purpose could be designed in the Ionic order, which would harmonise in character with the purposes of the Museum, perhaps rival the monotony of the Royal Exchange, or the bare front of the National Gallery, and yet not be inferior in architectural beauty to the design furnished by "G. R. F." though I allow that it would not suit the present moribund and ill-educated taste of society in general.

CANDIDA.

London, Dec. 18, 1843.

TWO MARKET COMPETITION.

SIR,—My attention has been drawn to the Correspondence in your valuable publication relative to the late competition for the designs of the markets and halls of this town; and as it does not appear that "Smeat" is enabled to fulfil his want of being able to be the means of throwing some light thereon; and that "Young Chip" is evincing about the presence of the successful competitors in the town, I am induced to offer a few observations which may tend to enlighten your readers as to this competition. The Town Hall and Markets of Saint Austell, near here, are being erected from their designs, but they must travel from London here; and if either of your correspondents were competitors, they could have done the same; the latter seems to me as being of very green stuff, or he would know (as I am informed) that it is an every-

day practice, and where there is no prohibition as to the names of the authors accompanying the designs, as was the case in this instance, I cannot see the impropriety of the competitors attending, or that any point of honour (so much dwelt upon by "S") was invaded by so doing; indeed, I think your remarks admirably to the point. The field was open to all, and surely those who took the most pains, "talent being equal," had the best right to succeed. To say that competitors should not have the privilege of explaining their designs is most absurd, it being well known that persons composing committees of this nature in general are not enabled without some assistance to understand the drawings submitted to them, the multiplicity and intricacy of which tend so much to confuse them; and, let me ask, who so capable of doing so as the author, who has well considered his subject in preparing his design? Why all this quibbling about blue sky and pretty pigs? Is it the envious scribbling of some angry competitors, incapable of perpetrating either? If it is, they may learn that neither the one nor the other affects this instance, and that this competition was most impartially conducted, and consequently reflects the highest credit upon all parties concerned, as well as the high gratification to Messrs. Cope and Eales of having their design literally selected by the public, as may be inferred from the fact that the high character of the chairman, Humphrey Willems, Esq., is in this town sufficient guarantee for "fair play and no favour," and that before the committee made a selection or report, the whole of the designs were exhibited to the public for one month, during a great part of which the chairman was absent from the town. Thus at once silence "Smeat's" intended abuse, and so universally was it admitted, that the beauty of the design and superior arrangement of the plans submitted by Messrs. Cope and Eales, as well as the elaborate style of their numerous drawings, resembling as they did every part of the buildings, together with an elegant model of the whole, fully entitled them to bear of the palm; that the council awarded it by acclamation. One word as to the point raised about the two halls; the instructions required a hall suitable for judicial business, and also a room for the meetings of the council—hence the adoption of halls.

I fear that I have trespassed beyond due bounds upon your space, but the desire, in a sense of justice to the successful competitors (they being personally unknown to me), as well as to the committee, to rebut the unmerited imputations, has induced these remarks by

AN OBSERVER.

Truro, 18th December, 1843.

PANEL PUELLI.

SIR,—I apprehend that Mr. Newnham has increased the width of his panel by cutting it longitudinally on the level, joining the outer square edges together, and forming the fillets out of the bevel edges.

If the panel were too long, I should use the superfluous length for the fillets, by grooving it into the sides, and which I conceive would be stronger than the common method.

Lansdown, Cornwall.

A YOUNG BUILDER.

MEASURING ROUND TIMBER.

SIR,—There is a curious discrepancy in two ways of measuring a stick of round timber; it was shown to me by a friend, and I beg to hand it to you in case any of your readers may be able to explain the reason for it.

Suppose a stick of round timber to be 60 feet long, and the diameter at one end to be six inches, and the other end the Diameter to be six feet. The contrivance, taking the centre of the length for the quarter girth, will be found to be 521.22050060, but if the piece be cut into three pieces, as per sketch,



And measure those three pieces separately, and add their contents together, they will be found to amount to 524.5597643390548525, making an increase of 103.339263390548525. It may be nothing new to many, but as one of the uninitiated I should like to see it explained.

Yours most obediently,

Shadwell.

L.

COTTAGE PLANS.

SIR,—I hope you will indulge me through the medium of your columns to ask one or more questions of an individual who signs "A Practical Builder," on p. 508, and who published plans and elevations for two cottages. 1st. Would not the elevation be much improved by having four windows on the ground-floor placed immediately beneath those of the chamber-floor, and of better proportion; having the entrance door at C in the rods of building, and closing the door at the back of foot of stairs? 2nd. Does it not appear desir-